California Bicycle Route 66 Concept Plan (Draft)

Southern California Association of Governments

818 W. 7th Street, 12th Floor
Los Angeles, CA 90017

The Concept Plan is a general guide for Bike Route 66 to improve awareness of the route throughout the region and State. Local jurisdictions are encouraged to use this Concept Plan to develop, refine and manage the Bike Route in a manner that best serves their areas, and to collaborate with neighboring communities to make the Bike Route a facility that benefits the entire region.

8/15/2013

Vision for Bike Route 66

Establish Bike Route 66 as part of a functional network of regional bicycle routes connecting the region and serving commuter, recreational and touring cyclists.

Route 66 was a significant component in the development of Southern California throughout the 20th century. Many visitors to Route 66 wish to experience the historic landscapes and architectural and cultural heritage of the route.

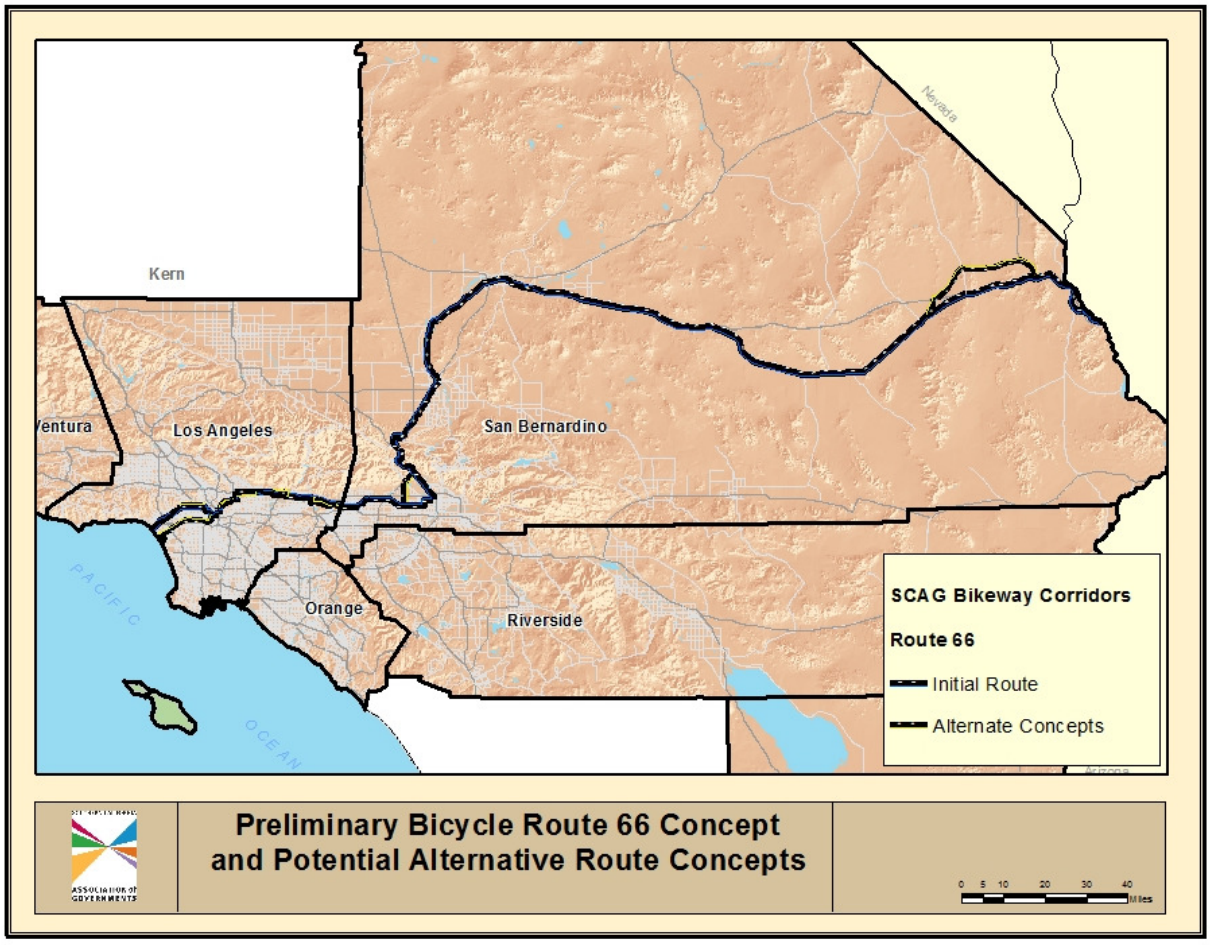
This experience can be even more rewarding when accomplished at the low speeds of bicycling or walking.

Establishing a designated route, with signage, and dedicated bikeways offers commuting, utilitarian and recreational cyclists a comfortable facility that is an integrated part of the Southern California regional bikeway system.

Continuous from Needles to Santa Monica, the proposed Bike Route is on the original Route 66, where possible, and on nearby streets and off-street paths where traffic conditions and local preferences lean towards a lower speed, lower traffic experience.

Improving bicyclist access along a marked Bike Route 66 provides increased commute options for residents, and provides greater opportunities for visitors and recreational riders to engage in local commerce.

The Route is still in development. The Bike Route 66 Concept Plan



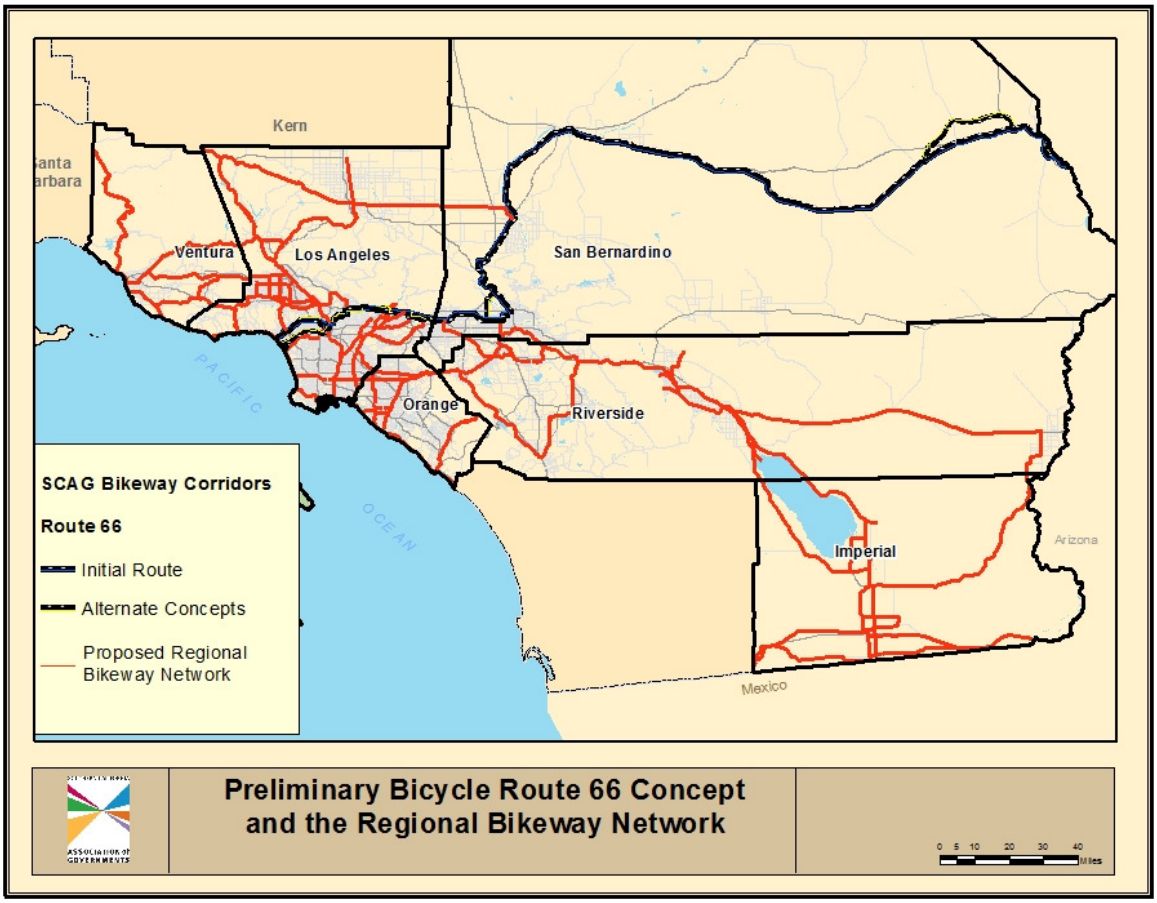
displays the preliminary 280-mile alignment developed in the SCAG 2012-2035 Regional Transportation Plan to provide a framework for developing specific on-road segments and off-road paths.

The Concept Plan is intended as a general guide for Bike Route 66 to improve awareness throughout the region and State.

Local jurisdictions are encouraged to use this Concept Plan to develop, refine and manage the Bike Route in a manner that best serves their areas, and to collaborate with neighboring communities to make the Bike Route a facility that benefits the entire region.

Once adopted by local governments, the final bike route alignment will be submitted to the California Department of Transportation (Caltrans) and the American Association of State and Highway Transportation Officials (AASHTO) for National Bicycle Route designation.

Bike Route 66 is expected to serve, not just as a linear bikeway, but also part of an interconnected network of regional and local bikeways connecting all cities in the region.



Goals and Objectives

Goal: ***Develop the Bike Route 66 System within Southern California through consensus and local sponsorships***

Objectives:

Designate and implement a system of on-road and off-road bikeways along historic Route 66 from the Arizona border to Santa Monica. Designate segments that are as close to the historic road as feasible.

Keep flexibility in concept plan implementation, to give local decision-makers the ability to develop and change the Route as needed to best meet local needs and goals.

Designate routes that consider safety and provide for reasonable bicycle use and evaluate new segments and revisions in the route for safety and suitability for average cyclists.

Connect the trail to commuter, tourism, recreational and educational resources.

Goal: ***Move from Planning to Implementation***

Objectives:

Work with local officials to erect signs along the entire trail corridor, both off-road and on-road.

Promote the tourism, recreational, and educational aspects of the trail.

What is a Bike Route?

In the context of Bike Route 66, the Route will be a mix of bikeway types depending upon the location:

- Class 1 bikeways (off-street paths or trails),
- Class 2 bikeways (on-street bike lanes),
- Class 3* bikeways (bike friendly streets, often with sharrow symbols),
- Bicycle Boulevards, a term referred to low speed streets optimized for bicycle traffic, and
- Cycletracks (on-street bikeways physically separated from traffic lanes).

**Class 3 Bikeways are often referred to as Bike Routes. In the context of this Plan, the term Bike Route refers to Bike Route 66, rather than a specific bikeway type.*

On-Road Alignment

On-road, Bike Route 66 should be aligned on the historic Route 66 where suitable for bicycles or on neighboring low stress side streets. In areas where there is no other access, on Freeway shoulders where permitted by Caltrans.

The majority of Bike Route 66 will initially be on shared-use roadway (Class 3) and on-street bike lanes (Class 2).

Where traffic volumes and speeds are such that staying on Historic Route 66 is impractical, local roads that are near/adjacent but have less traffic will be designated.

Off-Road Alignment

Off-Road, Bike Route 66 will incorporate bike paths created from historic transportation assets, such as the Pacific Electric Trail a 20 mile long path that partially parallels Historic Route 66. These bikeways can provide less stressful alternatives to higher speed streets along Historic Route 66 in urbanized areas.

It is important to note, local jurisdictions responsible for sponsorship will make the final decision as to route alignments, both on-road and off-road.

Goal: ***Coordinate with Other Regional/Local Bikeway Initiatives***

Objectives:

Work with local and State officials to connect Bike Route 66 to regional and local bikeways.

Bike Route 66 is more than a single bikeway traversing the state. Linkages to regional and local bikeways will make it part of the regional backbone of bikeways. With dedicated routes and adequate wayfinding signage, recreational and commuter bicycling can increase dramatically. This, in turn, can reduce roadway congestion and its air quality impacts improving the health and quality of life for southern California residents and visitors.

CHAPTER TWO

Road Jurisdictions

Responsible jurisdictions include Caltrans, Los Angeles and San Bernardino County and nine cities in San Bernardino County and 16 cities in Los Angeles County.

San Bernardino County Cities:

- Barstow
- Fontana
- Hesperia
- Montclair
- Needles
- Rancho Cucamonga
- Rialto
- San Bernardino
- Upland
- Victorville.

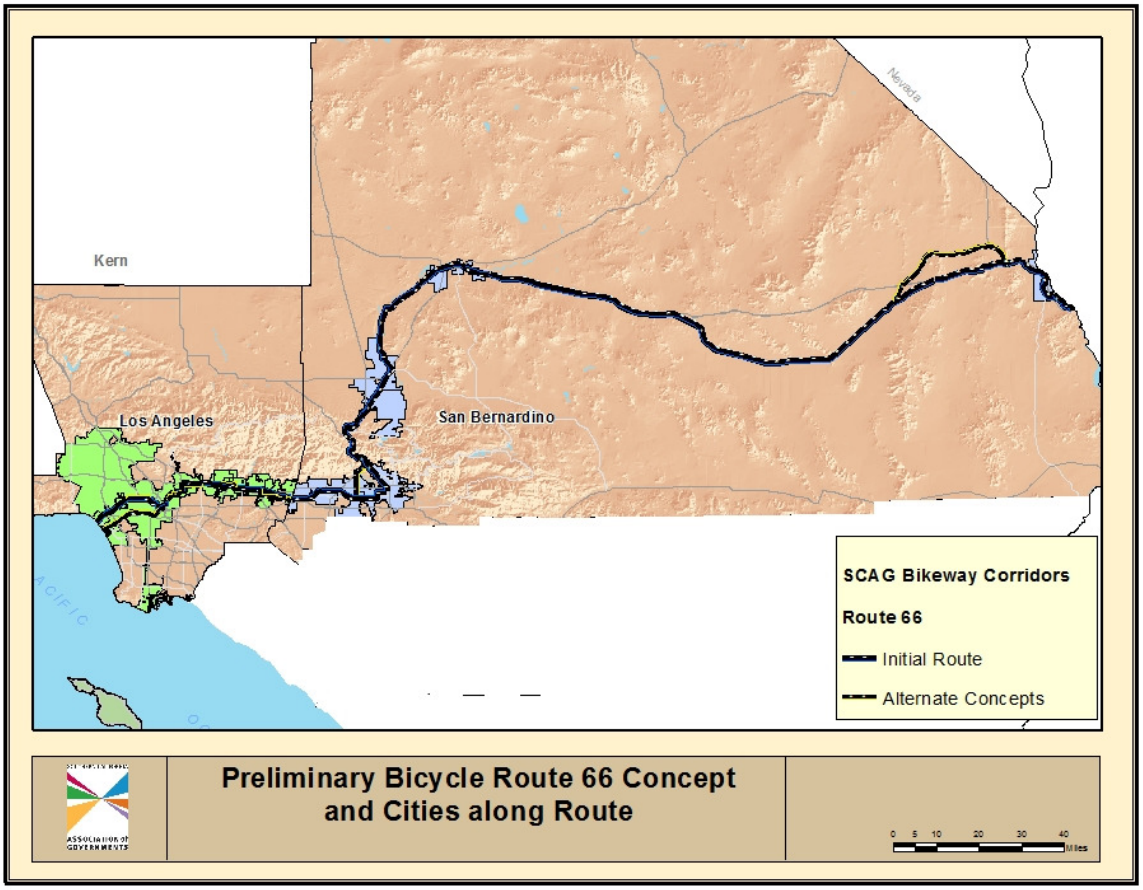
Los Angeles County Cities:

- Arcadia
- Azusa
- Beverly Hills
- Claremont
- Duarte
- Glendora
- Irwindale
- La Verne
- Los Angeles
- Monrovia
- Pasadena
- Pomona
- San Dimas
- Santa Monica
- South Pasadena
- West Hollywood.

SCAG and USBR 66 advocates will approach local jurisdictions in support of sponsorship for the Route.

The sponsorship should include designation of final route approval through the local jurisdiction, a resolution of support, and, once route is designated, appropriate signage.

Appendix One provides requirements for determining the route structure, and Appendix Two provides a sample Resolution of Support.



The following Route Concept is to allow for discussion with local jurisdictions to determine the route structure within cities and how best to connect to neighboring cities/counties/ unincorporated areas.

Crossing into California

Bike Route 66 (from East to West) starts in California from the shoulder of the I-40 bridge where it crosses the Colorado River, connecting to the Arizona portion of Bike Route 66.

Caltrans District 8 allows bicyclists to cross the Colorado River using the I-40 Bridge and along the I-40 Freeway shoulder where there is no alternative roadway for bicyclists.

Parts of the original Route 66 are no longer paved and do not connect to the Freeway. They are shown in the below map for reference only.

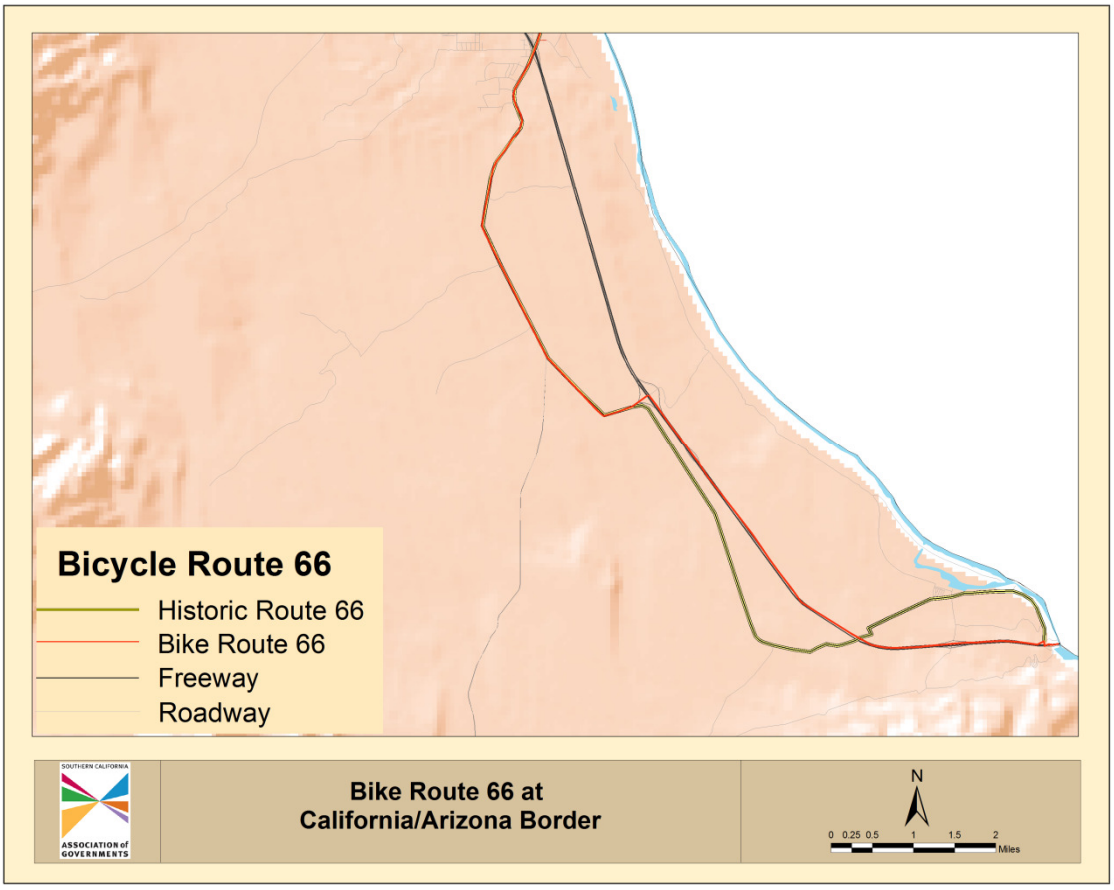
The Route continues westbound on I-40 until Exit 148. This road, part of the original Route 66 will merge onto US Route 95 and the name will change to Broadway as it approaches Needles.

This area is on existing roadways. Shoulders are narrow.

Implementation

Primary implementation will initially involve signage through this area. Subsequent implementation will involve considering bicycle travel in routine road maintenance and repair.

Coordination will likely be with Caltrans District 8, SANBAG, and San Bernardino County Department of Public works.



Needles

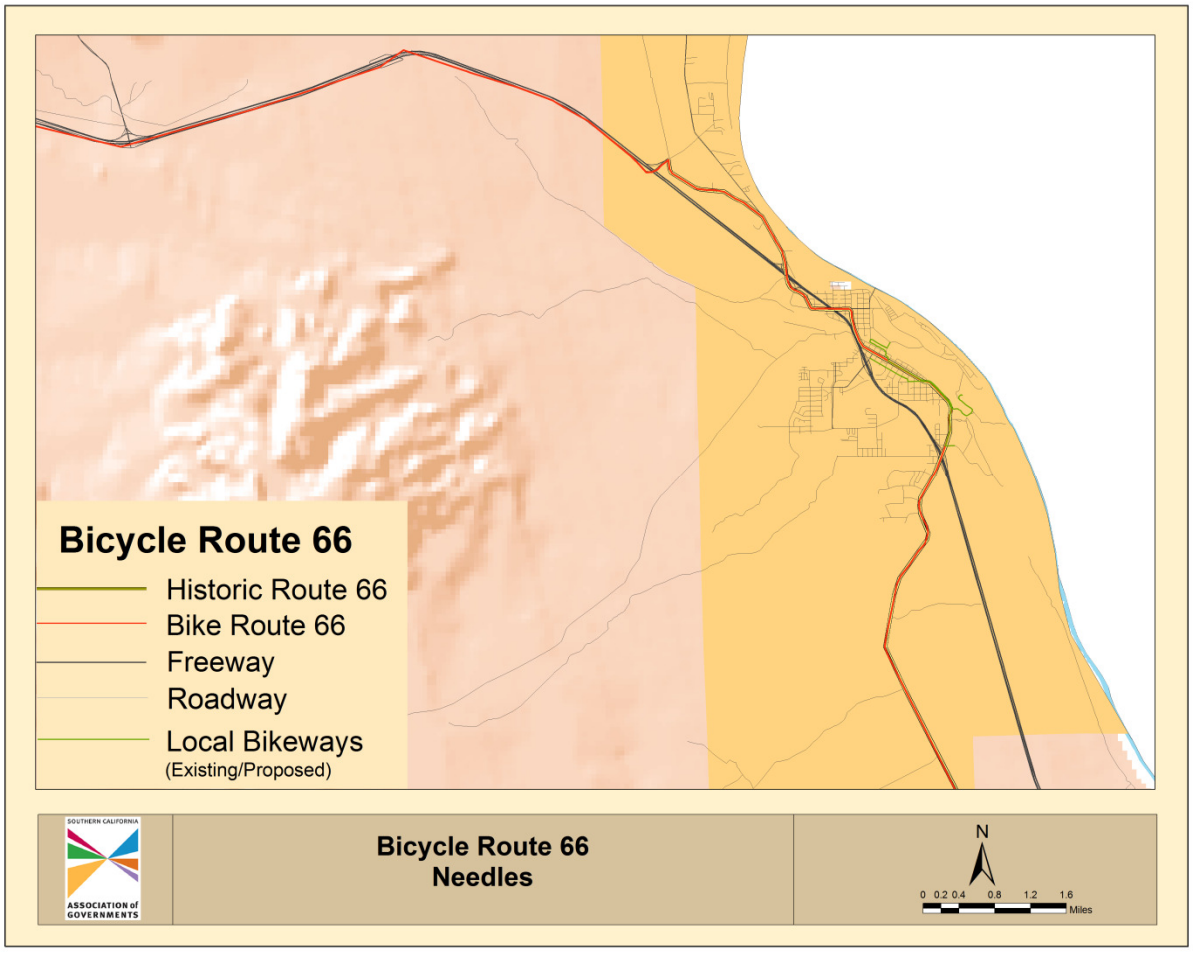
In Needles, the preliminary Bike Route 66 travels south to North along Broadway, turning west on Needles Highway/W. Broadway/River Road. As it passes Interstate 40, the road turns into the National Trails Highway. The Bike Route will connect with Interstate 40 again at West Park Road.

Implementation

Implementation will involve finalizing the route through Needles, posting signage and possibly painting bike lane, and installing bike racks in front of businesses.

Primary coordination will be with the City of Needles and local business community.

It is important to note that leaving Needles, traveling west, there will be long distances traveled without access to water.



Needles to Barstow (153 Miles)

After entering Interstate 40 (west) from West Park Road, Bike Route 66 travels along Interstate 40 for 24 miles before exiting onto the original Route 66 via Mountain Springs Road.

(An alternate route takes you through Goff, an early Route 66 alignment)

Exiting the freeway on Mountain Springs Road, the Bike Route travels south of the freeway.

The communities that dot this section of historic Route 66 are ghost towns, or sparsely populated.

Obtaining water could be extremely difficult and can be life threatening especially with extreme temperatures in warmer seasons.

Thirteen miles after leaving the freeway, the Route enters the community of Essex.

From Essex, it is 21 miles from to Chambless.

It is 11.5 miles from Chambless to Amboy.

From Amboy to Ludlow, it is 28miles, where the route crosses the Freeway.

The Route slowly becomes more populated west of Ludlow. It is 31 miles from Ludlow to Newberry Springs and the Route parallels the Freeway..

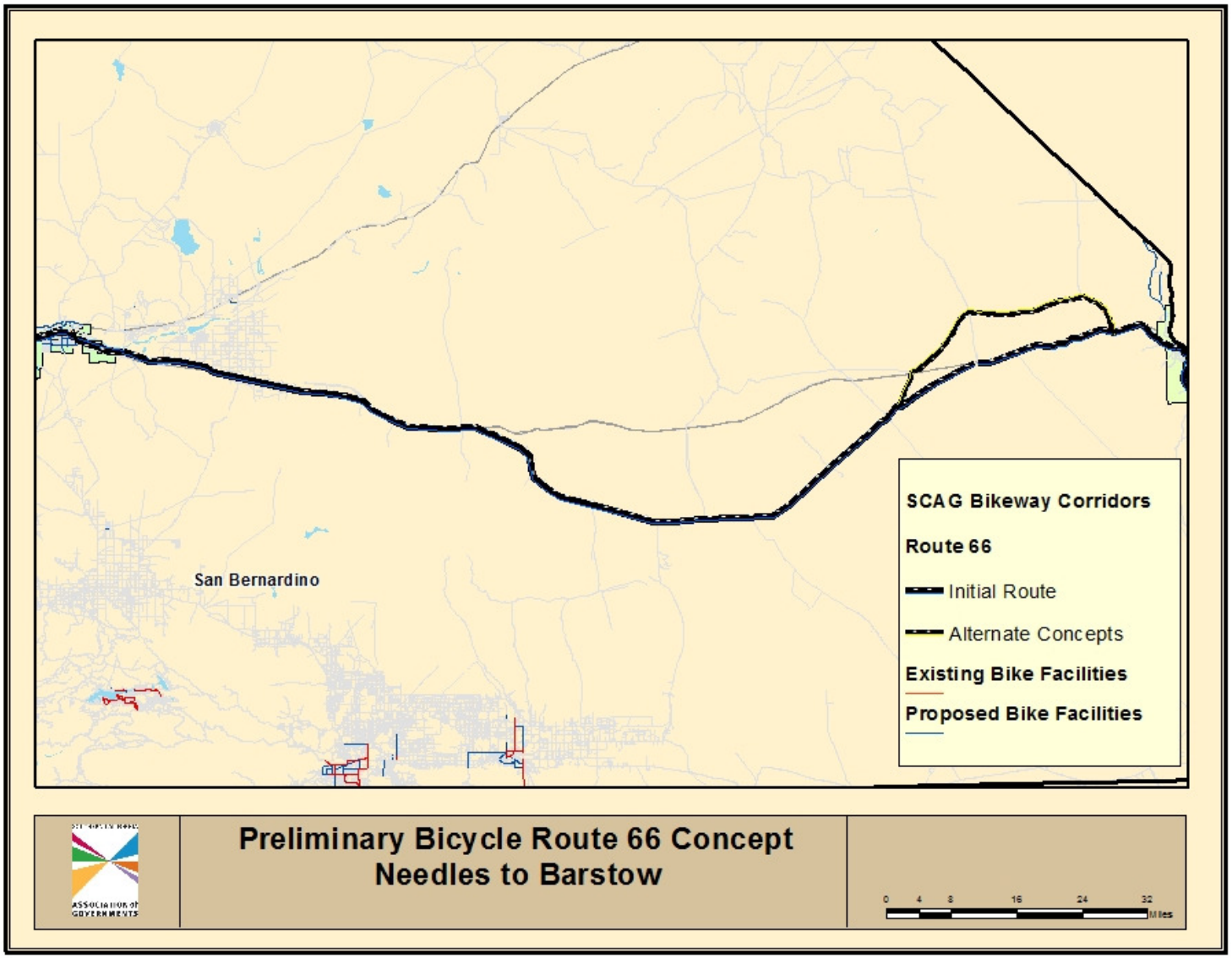
From Newberry Springs to Daggett it is 12 miles, and an additional 6.3 miles from Daggett to E. Main Street in Barstow.

However, the road surface is very degraded along certain sections paralleling the freeway. The County of San Bernardino has no plans for maintaining/improving those sections.

Implementation

Primary implementation will initially involve signage through this area. Subsequent implementation will involve considering bicycle travel in routine road maintenance and repair.

Coordination will likely be with Caltrans District 8, SANBAG, and San Bernardino County Department of Public wor ks.


San Bernardino
SCAG Bikeway Corridors
Route 66
Initial Route
Alternate Concepts
Existing Bike Facilities
Proposed Bike Facilities
Preliminary Bicycle Route 66 Concept
Needles to Barstow
0 4 8 16 24 32
Miles

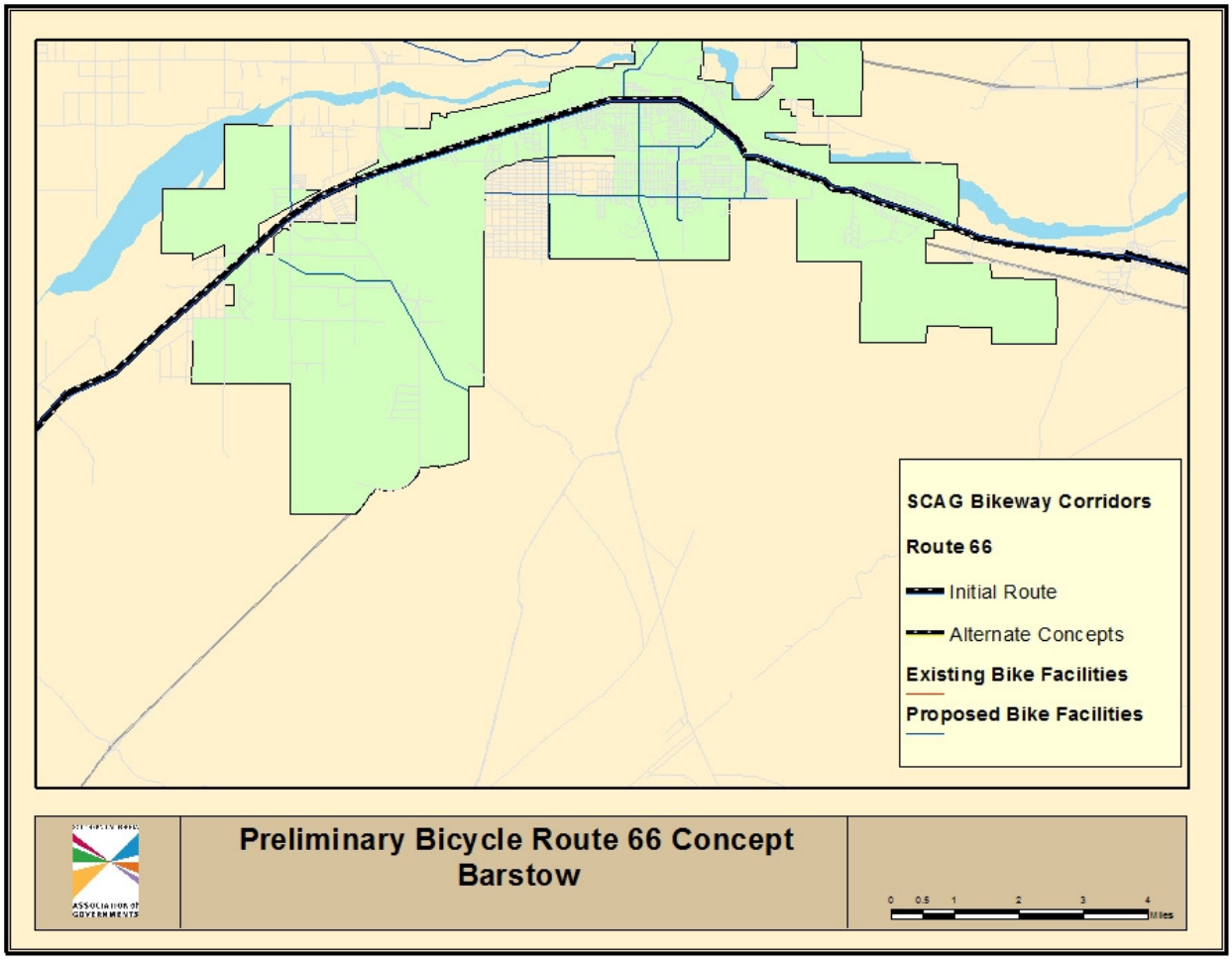
Barstow

The preliminary route structure through Barstow (east to west) is along Main Street, which is also the National Trails Highway. It travels through the northern part of Barstow before leaving the city and traveling 23 miles to the community of Helendale.

Implementation

Much of Main Street in the City of Barstow is recognized as an existing or proposed bike lane.

Coordination would be with the City of Barstow and local business communities to install signage, and facilitate bicycle parking.



Barstow to Victorville (37 Miles)

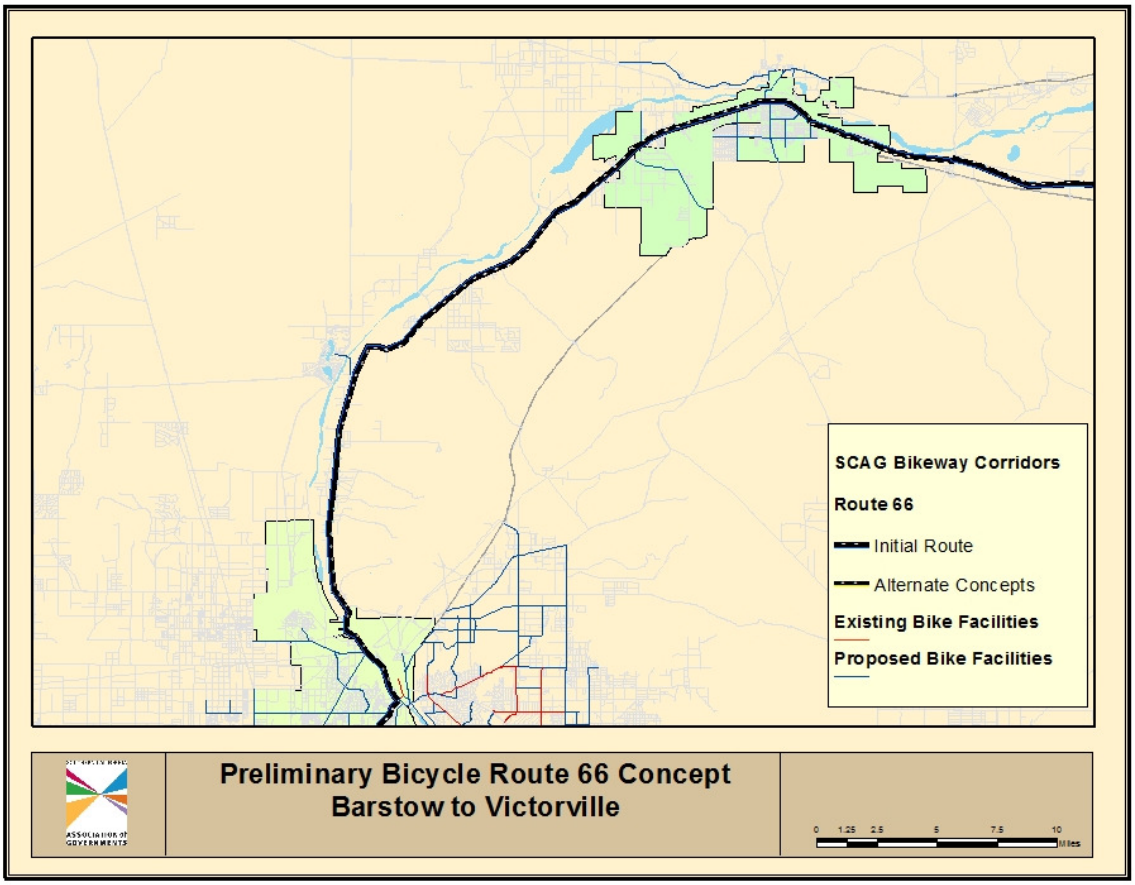
Bicycle Route 66 (east to west) follows the National Trails Highway the entire way from Barstow to Victorville.

Implementation

Primary implementation will initially involve signage through this area. Subsequent implementation will involve considering bicycle travel in routine road maintenance and repair.

SANBAG, and San Bernardino County Department of Public works.

In addition, in the unincorporated community of Helendale, the installation of one or two bicycle racks where riders can stock up on water and other provisions should be requested.



Coordination will likely be with Caltrans District 8,

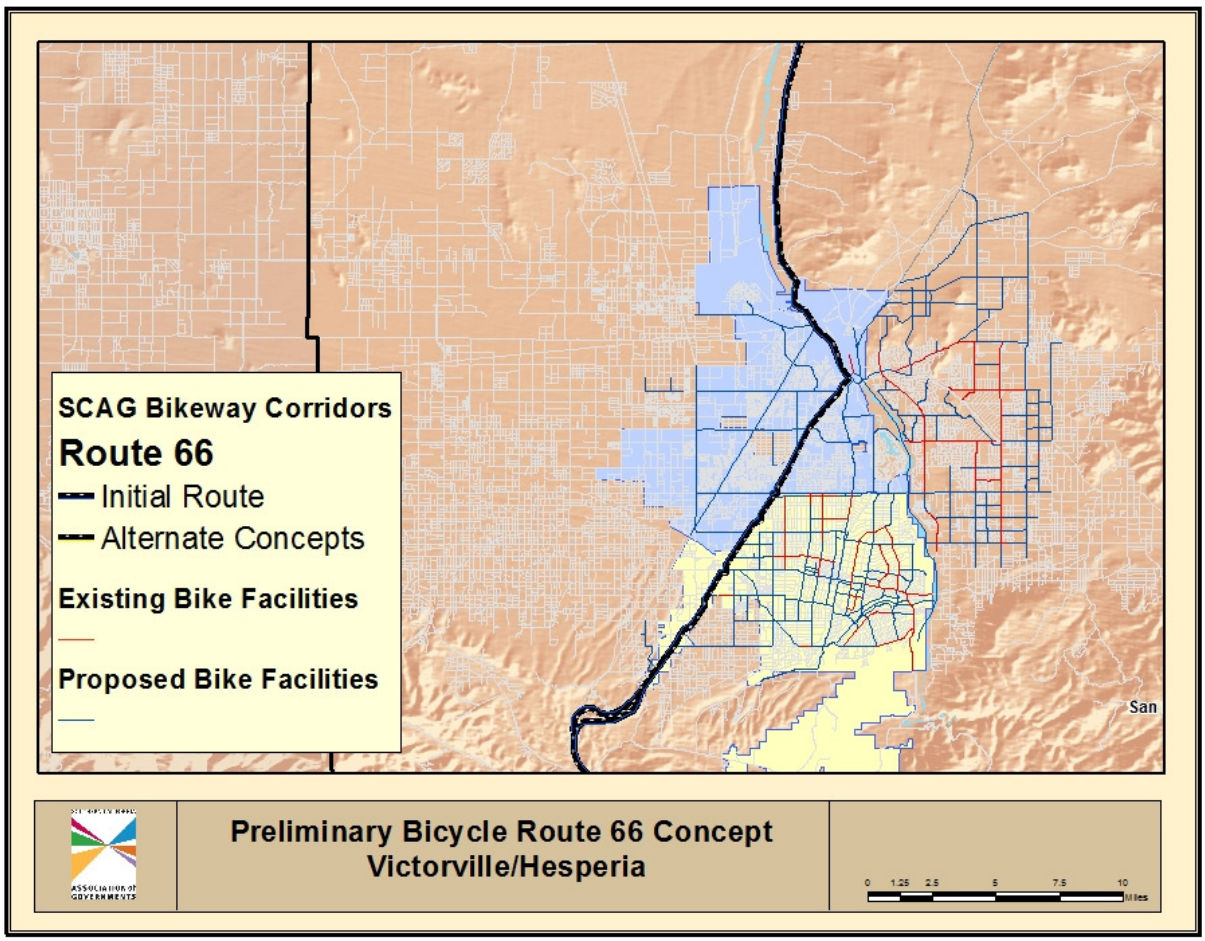
Victorville/Hesperia

In Victorville, the National Trails Highway changes names to D Street as it crosses Interstate 15 (north to south).

The Bike Route approaches 7th Street turning right, following the original Route 66.

Just east of Interstate 15, the route turns south onto Mariposa Avenue.

Note: 7th Street is a four lane arterial. Alternative routing along nearby streets can be performed.



Cajon Pass/San Bernardino

Traveling towards Los Angeles, the route continues on Mariposa Avenue. At Oak Hill Road, the rider would cross the freeway and then travel on the freeway shoulder exiting on SR138, and then getting immediately back on the freeway (safer than dealing with fast merging traffic).

The next off-ramp is Cleghorn road/Cajon Blvd.

Exit at Cleghorn Road turning right onto Cajon Blvd. Continue south.

Exit at Kenwood Avenue.

Turn right at Devore Road, cross the freeway and turn left on Cajon Blvd (preliminary concept) or continue straight onto Glen Helen Parkway (alternate concept).

San Bernardino (preliminary concept)

In San Bernardino, continue on Cajon as it turns into Mountain View. Turn left on to Baseline. Turn south on Pepper street to access the P.E. Trail (connection not complete at this time.

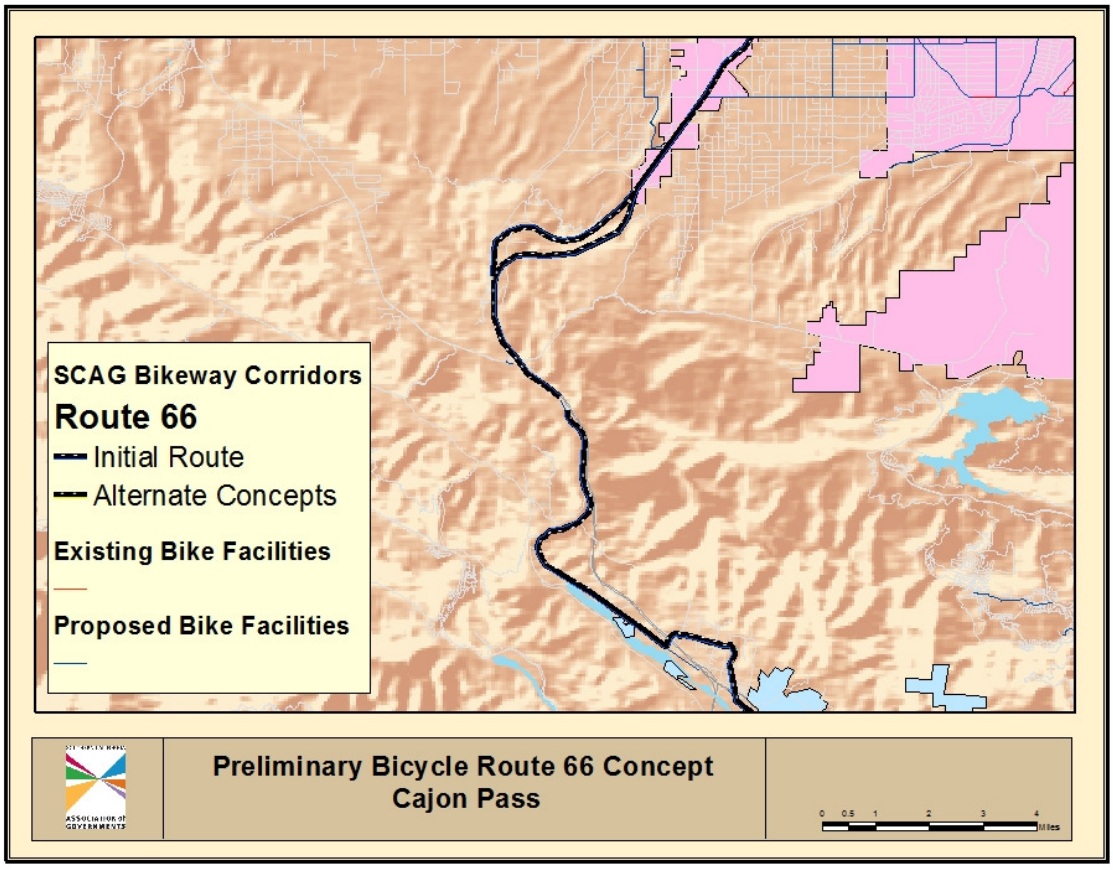
San Bernardino Bypass (alternate concept)

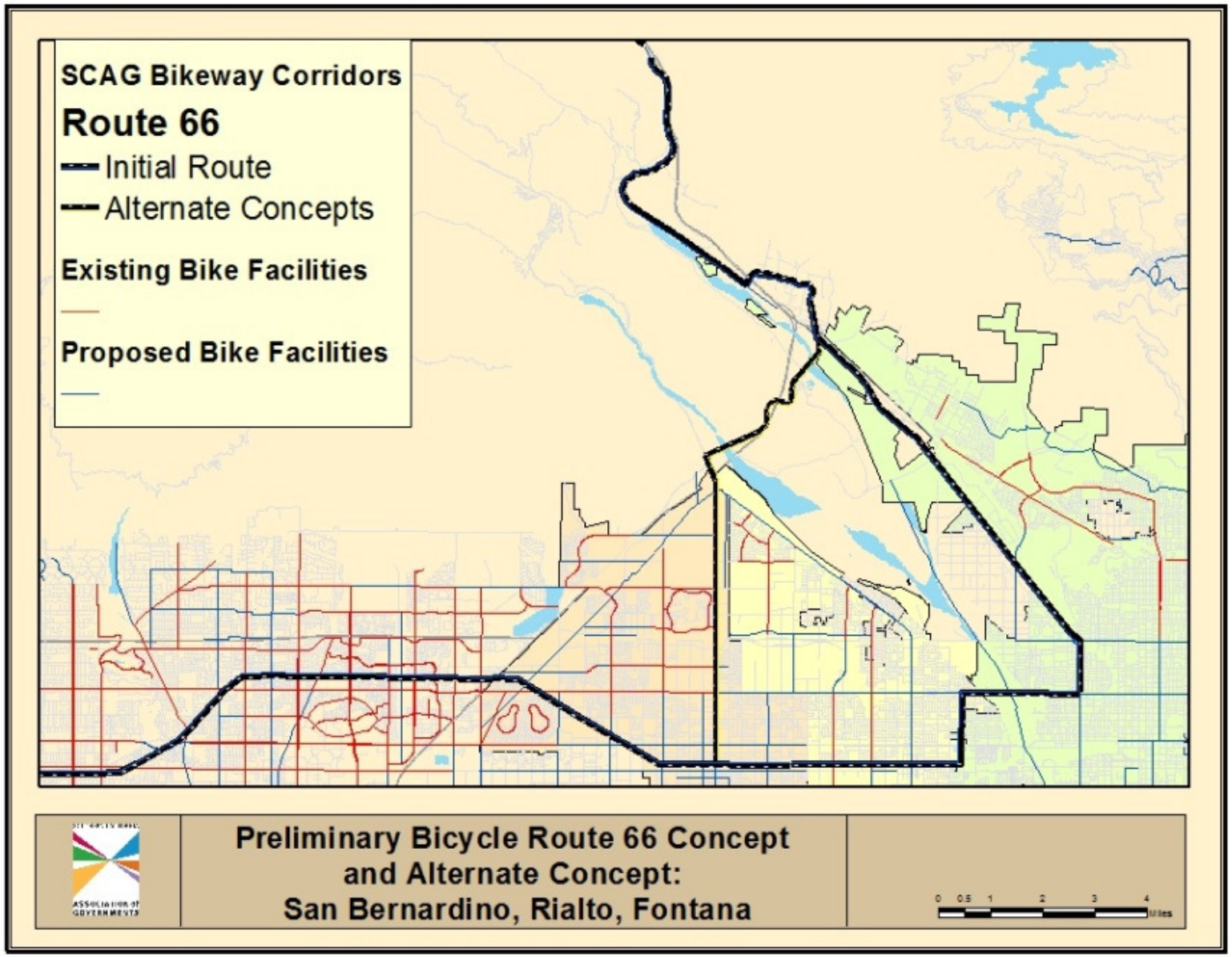
On Glen Helen Parkway, continue under I-15 freeway until the road ends at Lytle Creek Road.

Turn left (south) on Lytle Creek Road and it will turn into Sierra Ave.

Follow Sierra Avenue past Foothill Blvd and just past Seville Blvd is the P.E. Trail.

Turn Right on the P.E. Trail.




SCAG Bikeway Corridors
Route 66
Initial Route
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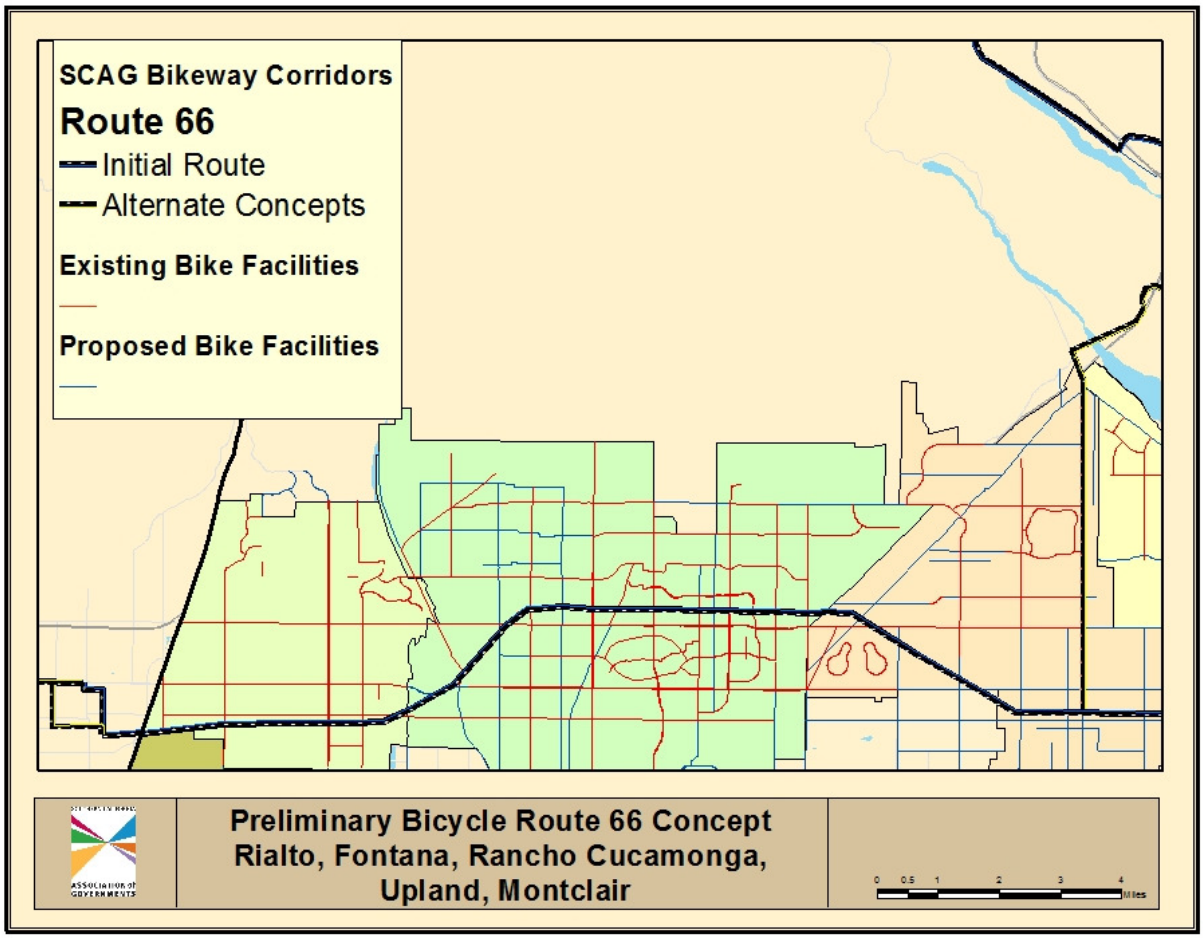
Preliminary Bicycle Route 66 Concept
and Alternate Concept:
San Bernardino, Rialto, Fontana
0 0.5 1 2 3 4
Miles

Pacific Electric Trail

Rialto, Fontana, Rancho Cucamonga, Upland and Montclair

The Pacific Electric Trail (PE Trail) is a 21-mile Class 1 Bike Path that spans from Rialto in the East to the edge of Claremont.

It follows the path of the Pacific Electric "Red Car" which was one of the predominant transit modes from Los Angeles to San Bernardino for the first half of the 20th Century.



Claremont to San Dimas

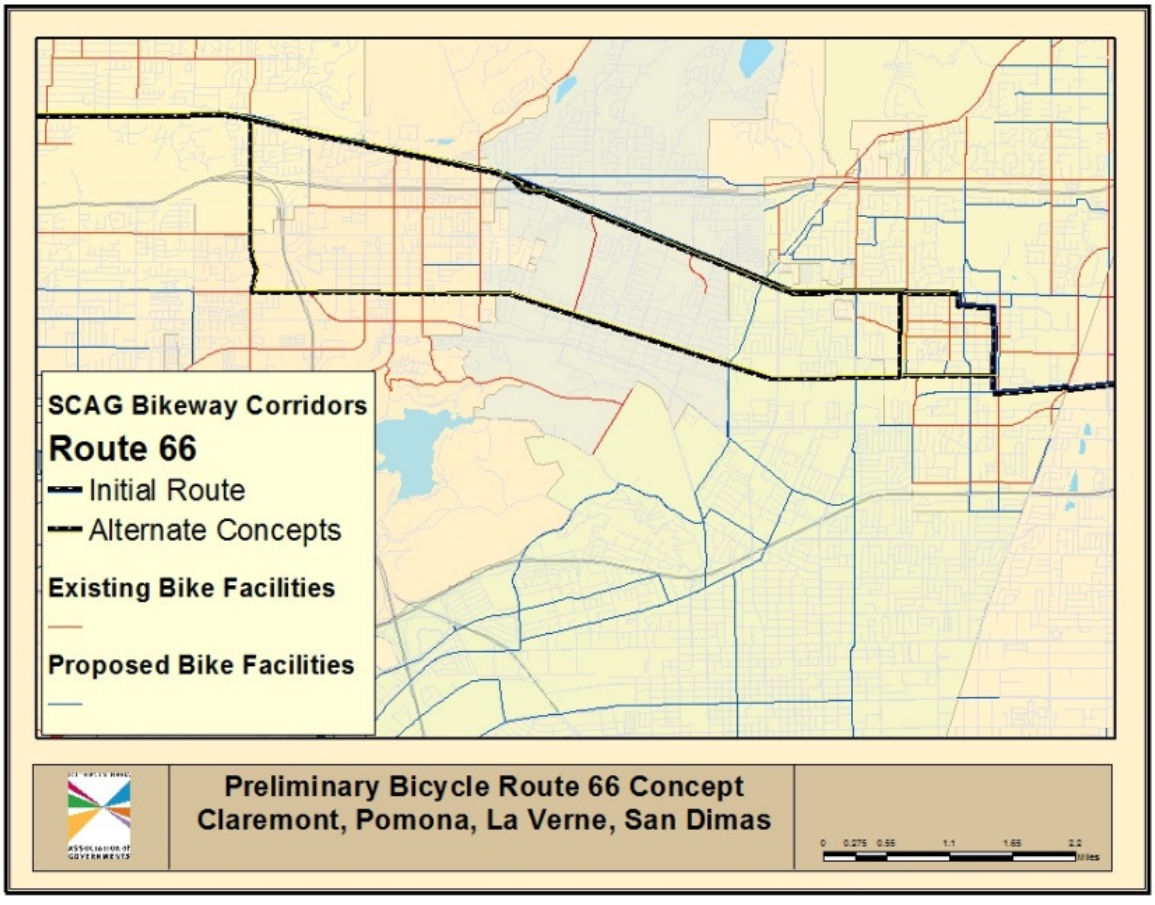
Leaving the PE Trail heading west, the trail ends at Huntington Drive, which turns into 1st Street.

Bike Route 66 then turns north (right) on College Avenue for twelve blocks before turning west (left) onto Foothill Boulevard.

Alternate Routes

From 1st Street, turn north (right) on College Avenue for two blocks onto W. Bonita Avenue. There are various alternatives to get onto Foothill Boulevard, depending upon comfort level. These include:

- N. Indian Hill Blvd
- N. Mountain Ave.
- N. San Dimas Cyn Rd
- S. Lone Hill Ave.



Glendora to Monrovia

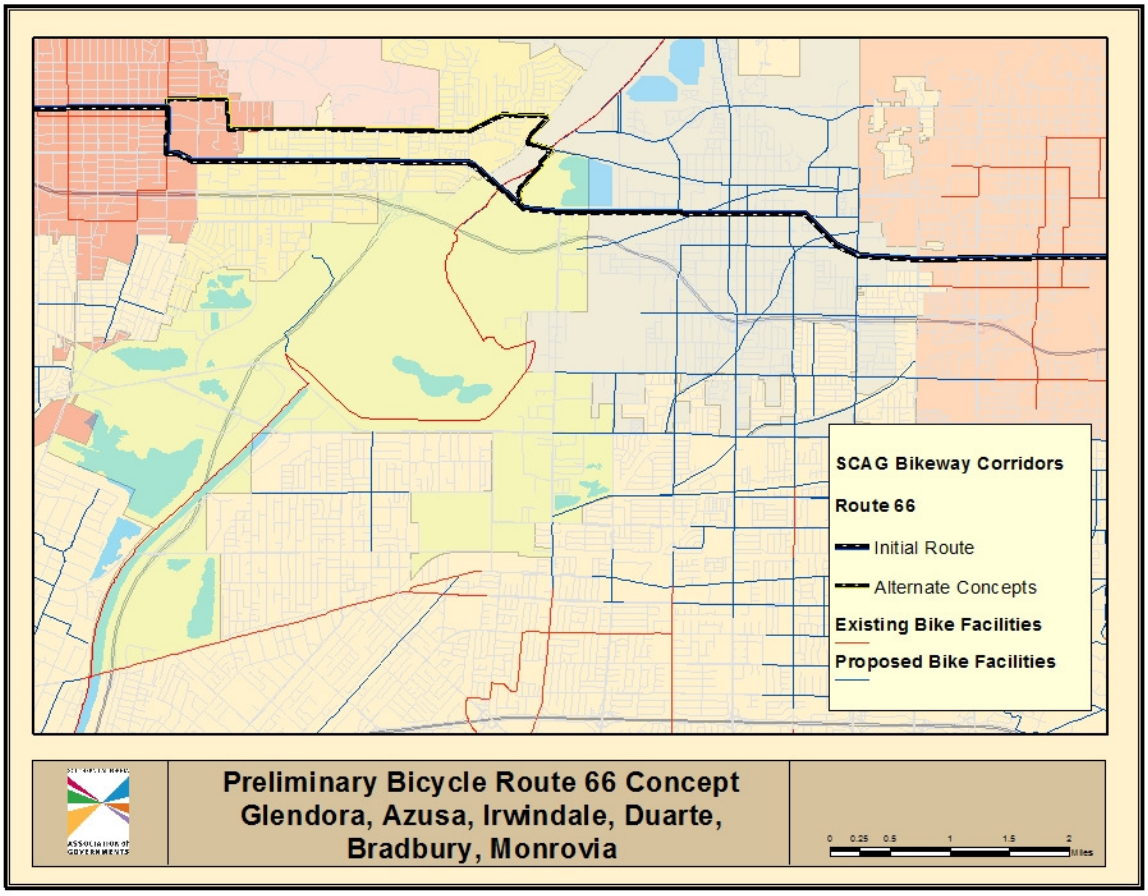
Glendora follows Route 66, east to west. At N. Citrus Avenue, the route turns into East Alosta Avenue curving north, before turning into Foothill Boulevard traveling West.

Turn north (right) on Shamrock and turn west (left) on Colorado Blvd.

Alternative Route:

To avoid crossing a narrow bridge across the San Gabriel River and to travel on lower speed streets, exit Huntington Drive at the Lario San Gabriel River Trail parking lot, accessing the river trail traveling north (right), turning west (left) to cross the river and turning north again on Encanto Parkway. Turn west (left) on Royal Oaks following it to Bradbury Road. (Royal Oaks has a parallel bike/ equestrian trail for the majority of the section).

Turn north on Bradbury Road, turn west on Lemon Road, followed by turning south on Shamrock and a quick right onto Colorado Boulevard.



Monrovia to South Pasadena

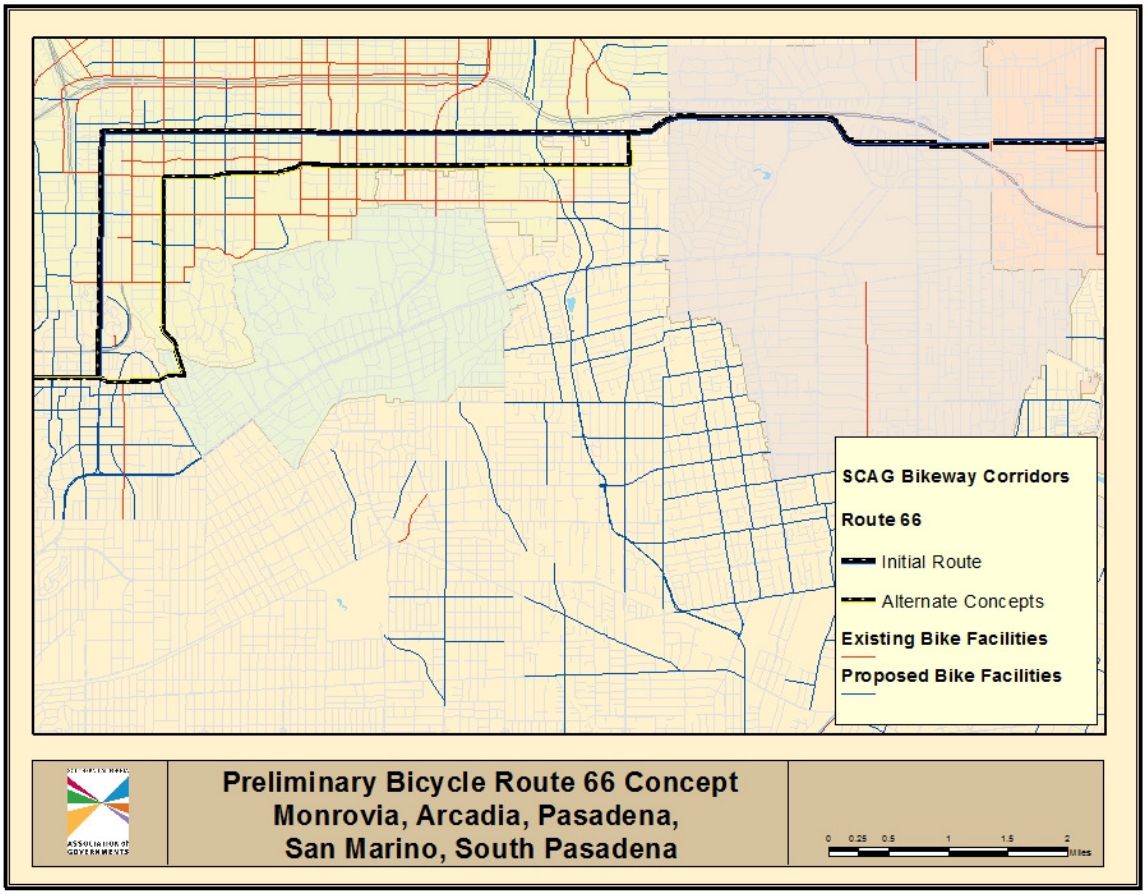
The proposed concept follows Colorado Boulevard into Pasadena, merging with the original Route 66 where Huntington Boulevard meets Colorado Boulevard.

It continues into Pasadena and travels south on Fair Oaks, also part of the original Route 66. The proposed concept then turns west (right) on Mission Boulevard into Old Town South Pasadena.

lower speed streets is to turn south on Rosemead Boulevard (once bike lanes are installed), turning west on Del Mar Boulevard. This section continues into Pasadena, turning south on Los Robles, another lower speed street. Los Robles intersects Mission Boulevard in San Marino. Turning west (right) on Mission Boulevard, and merging onto the primary route in Old Town South Pasadena.

Alternate Route Concept

An alternate route towards



South Pasadena to Downtown Los Angeles

From Old Town South Pasadena, continue west on Mission Boulevard. Before the roadway ends, the left lane turns left onto Pasadena Avenue. Continue on Pasadena Avenue until it merges to the right onto Hawthorne/Pasadena.

Follow this route across bridge (turns into York Boulevard), turning left on Figueroa. Follow Figueroa until San Fernando Road, turning left.

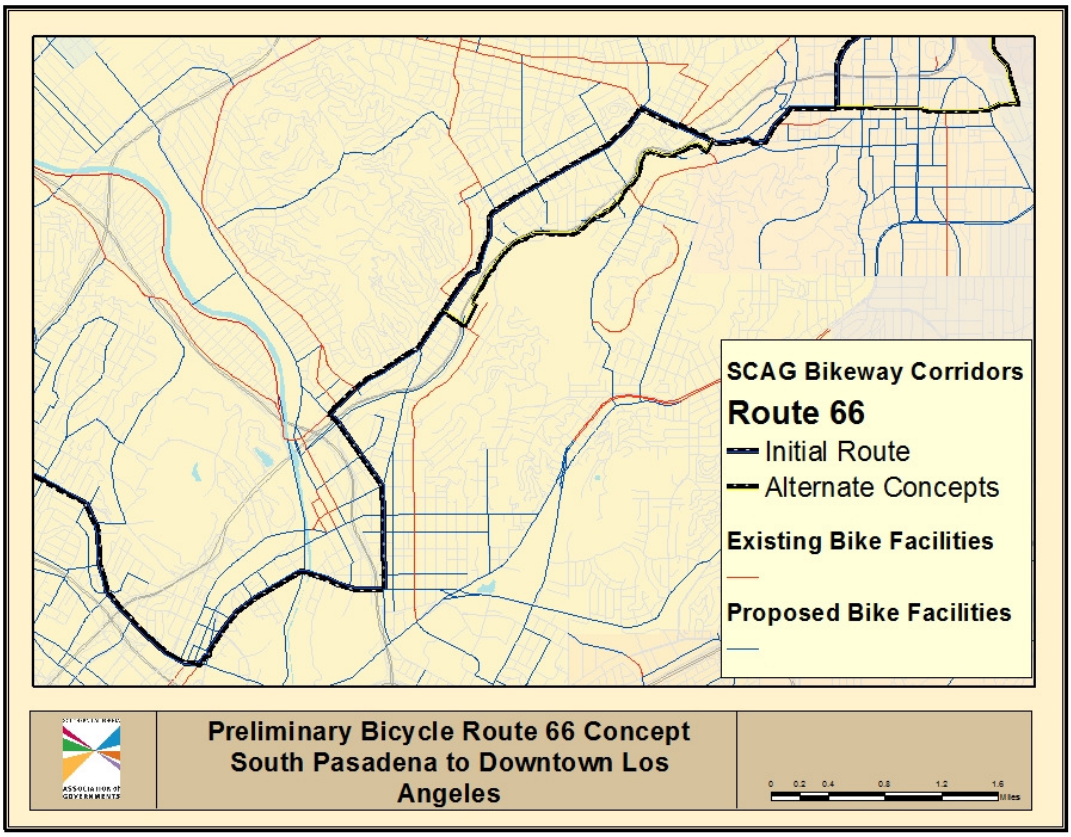
San Fernando Road turns into Avenue 20. Follow Avenue 20 until it ends at Main Street. Turn south (Right) and follow Main Street .

Main Street ends at Alameda Avenue, turning left. Turn right on Cesar Chavez, which turns into Sunset Boulevard.

Alternate Route:

Rather than go across Pasadena Avenue Bridge (York Avenue, make left at stop light before bridge (Marmion Way). Turn into small park/equestrian stable parking lot. Follow into riverbed (bike path along riverbed is open during daylight hours, but closed at sunset and during rainstorms). Follow to end of bike path. Bear right at end of bike path and travel up Mosher Avenue to Avenue 43. Turn right and travel to Figueroa Avenue, turning left.

Follow Figueroa until reaching San Fernando Road following the preferred Route instructions.



Downtown Los Angeles to Beach

Traveling west, Cesar Chavez Boulevard turns into Sunset Boulevard. Follow that until the road has a Y intersection (Sunset Junction). Bear left onto Santa Monica Boulevard.

Follow Santa Monica Boulevard until reaching Fourth Street in Santa Monica. Turn south (left) for two blocks, turning west (right) on Colorado Boulevard until reaching the Santa Monica Pier

Alternate Route 1

Instead of turning on Santa Monica Boulevard from Sunset Boulevard, continue on Sunset Boulevard three blocks until reaching Fountain Avenue.

Turn West (left) on Fountain Avenue. At Van Ness, you will be forced to turn south (left) on La Mirada, turning north (right) on Bronson, and then west (left) on Fountain again.

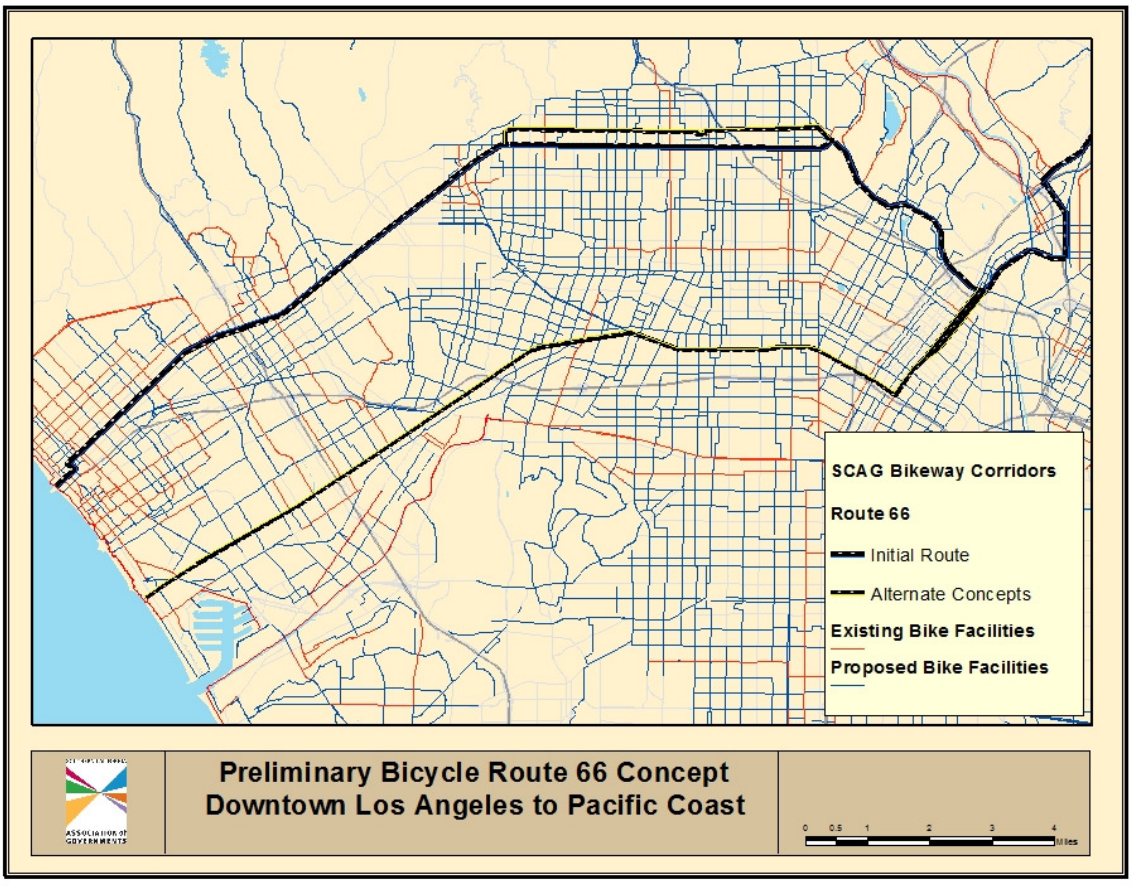
When the road starts to veer left, turn south (left) on N. Flores Street, turning west (left) again when it meets Santa Monica Boulevard.

Alternate Route 2

Once you turn onto Cesar Chavez Boulevard, after two blocks, turn south (left) onto Spring Street. Follow Spring Street (buffered bike lanes) past 15th Street, turning right onto Venice Boulevard.

Follow Venice Boulevard all the way to the beach.

Take the Beach Bike Path north (right) to the Santa Monica Pier.



US Task Force on Numbered Bicycle Routes
Corridor and Route Criteria for U.S. Bike Route System
April 2006; Revised June 2006

It is the aim of the AASHTO Task Force on Numbered Bicycle Routes to encourage the development of a coordinated system of interstate bicycle routes.

The Task Force is charged with developing a recommended national systems level or corridor-level plan for use in designating potential future U.S. bicycle routes. In developing this corridor plan, the task force recognized the need to establish guiding principles for selecting and/or recognizing routes for inclusion.

The Route/Corridor Criteria provide guidance to the Task Force for developing the corridor-level plan. The Specific Route Criteria may be incorporated at a local level as the corridor plan is adopted by state and local agencies and state routes are designated. The criteria are broken down into Primary and Secondary considerations in order to prioritize the criteria.

While the following criteria provide a guide for consistency, they are not intended to supersede state and local agencies' policies on designing cycling facilities nor are they intended to create a uniform approach which might be determined unfeasible, given the expanse and varying terrain and population densities across the U.S. When choosing a corridor/route and the specifics of a given route implementation, the totality of the route must be considered. It may well be that portions of a route do not meet these criteria but that when taken all together, they represent the best choice to achieve the goal of the route.

Corridor Criteria - considerations when choosing corridors

Primary Considerations - Corridors should meet as many of the following as practicable:

1. Meet the planning, design, and operational criteria in the AASHTO Guide for Development of Bicycle Facilities. .
2. Access destinations and regions with high tourism potential, including routes that incorporate important scenic, historic, cultural, and recreational values.
3. Link major metropolitan areas to connect key attractions and transportation nodes.
4. Reasonably direct in connecting cities or attractions.
5. Make natural connections between adjoining states, Canada, and Mexico when possible.
6. Have more or less even distribution north to south, east to west, though route density will need to consider both population density (greater populations may equal higher route densities) and available, suitable roads.
7. Include major existing and planned bike routes, including both on-road facilities and off-road shared use paths and trails that are suitable for road bikes.

Secondary Consideration

8. Offer services and amenities such as restaurants, accommodations, camping, bicycle shops, and convenience/grocery stores at appropriate intervals.

Specific Route Criteria - considerations when choosing roads and trails

Primary Considerations- Specific Routes should meet as many of the following as practicable:

1. Meet the planning, design, and operational criteria in the AASHTO Guide for Development of Bicycle Facilities. .
2. Offer services and amenities such as restaurants, accommodations, camping, bicycle shops, and convenience/grocery stores at appropriate intervals.
3. Go into the centers of metropolitan areas, using low-traffic and/or off-road bikeways when possible. Bypass routes could be considered to accommodate users who don't wish to enter the city or who are seeking a less urban experience.
4. Include spurs to target destinations (universities or other educational institutions, recreational areas, or other attractions) and to multimodal nodes such as airports and rail, bus, and transit stations.
5. Follow natural corridors and provide terrain suitable for cycling, avoiding extremely hilly and limited visibility winding roads when feasible.
6. Consider appropriate combinations of low daily traffic, low truck traffic, wide paved shoulders, lane striping, adequate sight distance, and traffic speed in order to be bicycle friendly.
7. In urban areas, be suitable for utility cycling (commuting, access to shopping, schools and universities, recreation centers, etc.). Consideration should be given to bicycle routes that can be used as evacuation routes for emergency situations.
8. Include major existing and planned bike routes, including both on-road facilities and off-road shared use paths and trails that are suitable for road bikes.

Secondary Consideration

9. May include short stretches of high quality unpaved roads if needed to connect highly desirable paved road sections. (These roads should maintain the standard of road bike suitability).

RESOLUTION [resolution number, e.g. 2013-106]

A RESOLUTION OF [city, county, state or applicable organization name] **STATING ITS SUPPORT FOR THE DEVELOPMENT OF U.S. BICYCLE ROUTE** [route number]**.**

WHEREAS, bicycle tourism is a growing industry in North America, presently contributing approximately $47 billion dollars a year nationally to the economies of communities that provide facilities for said tourism; and

WHEREAS, the American Association of State Highway and Transportation Officials (AASHTO) has designated a corridor from Chicago, Illinois to Los Angeles, California to be developed as United States Bike Route 66 (USBR 66); and

WHEREAS, the [NAME OF GROUPS INVOLVED, IF ANY], with the cooperation of the California Department of Transportation and other stakeholders, have proposed a specific route to be designated as USBR 66, a map of which is herein incorporated into this resolution by reference; and

WHEREAS, the proposed USBR 66 traverses through [CITY OR OTHER LOCATION INFORMATION] and is expected to provide a benefit to local residents and businesses; and

WHEREAS, the [CITY, COUNTY, STATE OR APPLICABLE ORGANIZATION NAME] has duly considered said proposed route and determined it to be a suitable route through the [CITY OR OTHER LOCATION INFORMATION] and desire that the route be formally designated so that it can be appropriately mapped and signed, thereby promoting bicycle tourism in the Greater [LOCAL AREA] Community.

NOW THEREFORE IT IS HEREBY RESOLVED by the [CITY, COUNTY, STATE OR APPLICABLE ORGANIZATION NAME] that the [CITY OR OTHER LOCATION NAME] hereby expresses its approval and support for the development of USSR 66 and requests that the appropriate government officials take action to officially designate the route accordingly as soon as possible.

BE IT FURTHER RESOLVED by the [CITY, COUNTY, STATE OR APPLICABLE ORGANIZATION NAME] that the [CITY OR OTHER LOCATION NAME] agrees to post and maintain signs for said bicycle route once said designation has been made.

ALL RESOLUTIONS AND PARTS OF RESOLUTIONS INSOFAR AS THEY CONFLICT WITH THE PROVISIONS OF THIS RESOLUTION BE AND THE SAME ARE HEREBY RESCINDED.

The Resolution was introduced by [NAME OF INTRODUCER, E.G. Commissioner John Doe] and supported by [OTHERS IN ORGANIZATION, IF APPLICABLE]. The Resolution declared adopted by the following roll call vote:

YEAS: [NAMES OF INDIVIDUALS VOTING YEA]

NAYS: [NAMES OF INDIVIDUALS VOTING NAY]

ABSENT: [NAMES OF INDIVIDUALS ABSENT]

Resolution Approved for adoption on this [DAY] day of [MONTH] [YEAR].